

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4385.

日一十月七年九十二精光

WEDNESDAY, SEPTEMBER 2, 1903.

三拜禮

號二月九英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. KOBÉ.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On Fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,000,000
Sterling Reserve \$6,000,000
Silver Reserve \$10,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON. N. A. SIEBS, Esq.
E. GOSSE, Esq. H. W. SLADE, Esq.
C. MICHAEL, Esq. C. A. TOMES, Esq.
H. SCHUBERT, Esq. E. S. WHITFIELD, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
SHANGHAI—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374
HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. Laus, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tails 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. FICKE,
Manager.

Hongkong, 1st September, 1903. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Night.

Hongkong, 15th November, 1900. [19]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL U.S. Gold \$2,500,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.
HONGKONG OFFICE:
4, DES VUEX ROAD.

General Banking and Exchange business transacted.
INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 1/2 " "
" 12 " 4 1/2 " "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [17]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, Gold \$4,000,000, £820,000
Surplus (Reserve) Gold \$4,000,000, £820,000
Total Gold \$8,000,000, £1,640,000
Capital and Surplus authorised, Gold \$10,000,000, £2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4 1/2 per annum.
" 6 " 4 " "
" 3 " 3 1/2 " "

HONGKONG BRANCH:
20, DES VUEX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [100]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.
Shanghai Tails.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3 1/2 per Annum Fixed Deposits for 3 months.
4 1/2 " " " 6 " "
5 1/2 " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 PER CENT. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903. [17]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SINGAPORE and BOMBAY, (DIRECT).	TIENTSIN	Noon, 1st September	Freight only.
(Taking Cargo for MARSEILLES and LONDON via SINGAPORE.)	H. W. Kenrick, R.N.R.		
YOKOHAMA VIA SHANGHAI, MOJI and KUBE.	BORNEO	About 6th September	Freight and Passage.
(Passing through the Inland Sea.)	D. C. Grogan, R.N.R.		
SHANGHAI	SIMLA	About 11th September	Freight and Passage.
	S. de B. Lockyer, R.N.R.		
LONDON, &c.	CHUSAN	Noon, 12th September	See Special Advertisement.
	W. W. Cooke, R.N.R.		
LONDON and ANTWERP via SINGAPORE, PENANG, COLUMBO, PORT SAID and MARSEILLES	SUMATRA	About 18th September	Freight and Passage.
	W. Hayward, R.N.R.		

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 2nd September, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, SOLOMONS, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES
BAVERN	THURSDAY, 17th September.
ZIETEN	WEDNESDAY, 30th September.
SEYDLITZ	WEDNESDAY, 14th October.
LEON	WEDNESDAY, 28th October.
PREUSSEN	WEDNESDAY, 11th November.
HAMBURG	WEDNESDAY, 25th November.
PRINZ HEINRICH	WEDNESDAY, 9th December.
KONIG ALBERT	WEDNESDAY, 23rd December.
KIAUTSCHOU	WEDNESDAY, 6th January, 1904.
SACHSEN	WEDNESDAY, 20th January, 1904.
BAVERN	WEDNESDAY, 3rd February, 1904.
ROON	WEDNESDAY, 17th February, 1904.

ON THURSDAY, the 17th day of September, 1903, at Noon, the Steamship "BAVERN," of the NORDDEUTSCHER LLOYD, Captain H. Formes, with PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 15th instant, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 16th instant, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 16th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS. [163c]

Hongkong, 2nd September, 1903.

Entimations.

LANE, CRAWFORD & CO.

REDUCED AND REVISED PRICE LISTS NOW READY ON APPLICATION.

LANE, CRAWFORD & CO.

Hongkong, 1st September, 1903. [73c]

THOMAS' HOTEL.

A FIRST CLASS-HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.
SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to THE MANAGER. [810c]

MACAO HOTEL

(Late HING KEE HOTEL.)

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision. PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES. A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.
STEAMERS to and from Macao, every MORNING and AFTERNOON.
Wm. FARMER, Proprietor and Manager.

Entimations.

"I hear they want more"



Bovril
gives strength and sustenance.

Used as a drink, BOVRIL stimulates, exhilarates, and "comforts." It also strengthens, sustains, and invigorates.

Used in the kitchen, BOVRIL makes more palatable and nourishing every dish to which it is added.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotau, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsukakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.
N. INUZUKA, Manager, Hongkong [563c]

H. PRICE & CO.,

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [195c]

COOLALTA WINES.

FROM THE CELEBRATED COOLALTA VINEYARDS, NEW SOUTH WALES.

These excellent Wines are strongly recommended to Invalids.

Telephone No. 76.

BURGUNDY, Extra quality.
CLARET, Full body, excellent flavor.

CALDBECK, MACGREGOR & Co., SOLE AGENTS.

Hongkong, 28th August, 1903. [23]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE"

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS. POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE. TERMS.—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON, Manager. [1555c]

Hongkong, 22nd August, 1903.

MARLBOROUGH HOUSE

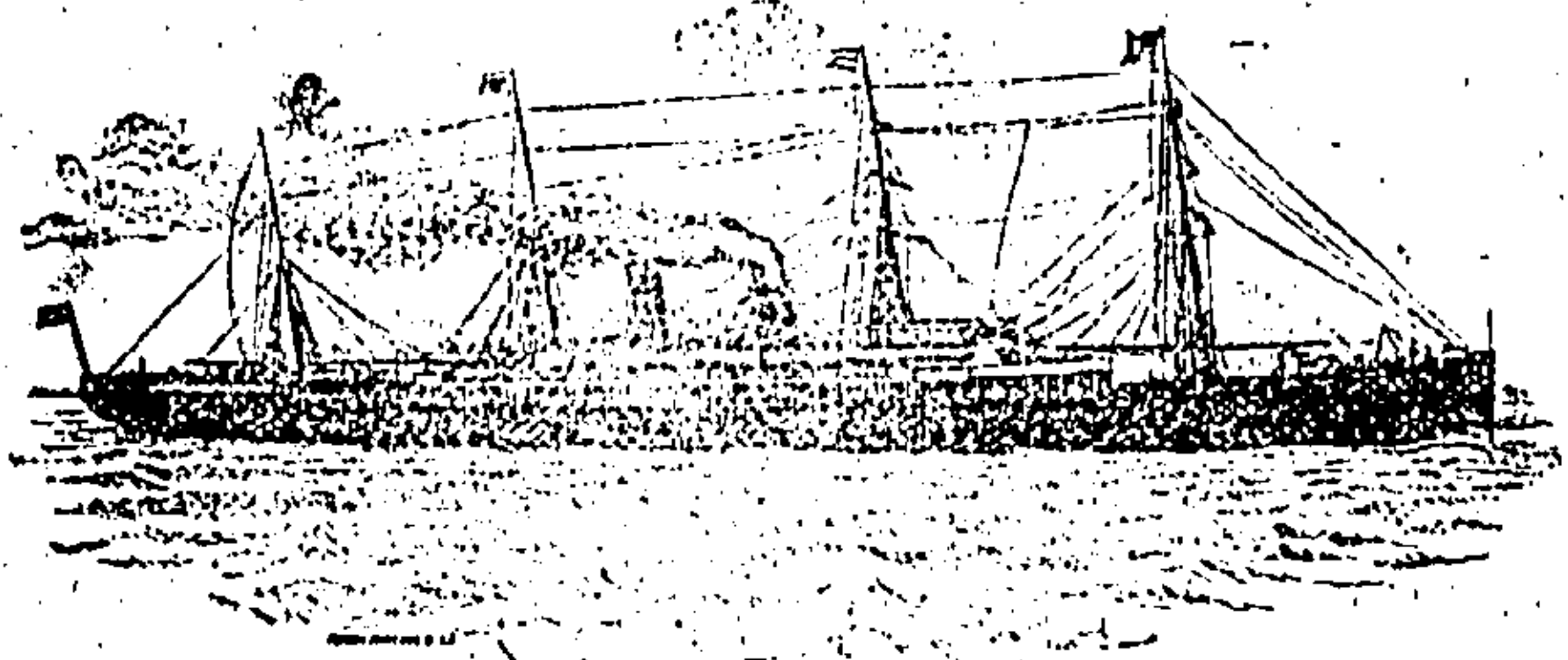
31, 33, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.
PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

Telegraphic Address: "MARLBOROUGH" Telephone: No. 580.

Shanghai, 4th June, 1903. [174c]

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 10th September, at Noon.
"COPTIC"	SATURDAY, 26th September, at Noon.
"AMERICA MARU"	SATURDAY, 3rd October, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.
"GABRIEL"	TUESDAY, 20th October, at Noon.
"HONGKONG MARU"	WEDNESDAY, 28th October, at Noon.
"CHINA"	FRIDAY, 6th November, at Noon.
"DORIS"	SATURDAY, 14th November, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 1st September, 1903.

RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPIRESS" Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

R.M.S. "EMPIRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd September.
"TARTAR"	4,425 "	WEDNESDAY, 30th September.
"EMPIRESS OF CHINA"	6,000 "	WEDNESDAY, 7th October.
"ATHENIAN"	3,882 "	WEDNESDAY, 14th October.
"EMPIRESS OF INDIA"	6,000 "	WEDNESDAY, 21st October.
"EMPIRESS OF JAPAN"	6,000 "	WEDNESDAY, 28th October.
"EMPIRESS OF CHINA"	6,000 "	WEDNESDAY, 4th November.
"ATHENIAN"	3,882 "	WEDNESDAY, 11th November.
"EMPIRESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"TARTAR"	4,425 "	WEDNESDAY, 25th November.
"EMPIRESS OF JAPAN"	6,000 "	WEDNESDAY, 2nd December.
"EMPIRESS OF CHINA"	6,000 "	WEDNESDAY, 9th December.
"ATHENIAN"	3,882 "	WEDNESDAY, 16th December.
"EMPIRESS OF INDIA"	6,000 "	WEDNESDAY, 23rd December.
"TARTAR"	4,425 "	WEDNESDAY, 30th December.
"EMPIRESS OF JAPAN"	6,000 "	WEDNESDAY, 6th January.
"EMPIRESS OF CHINA"	6,000 "	WEDNESDAY, 13th January.
"ATHENIAN"	3,882 "	WEDNESDAY, 20th January.
"EMPIRESS OF INDIA"	6,000 "	WEDNESDAY, 27th January.
"TARTAR"	4,425 "	WEDNESDAY, 3rd February.
"EMPIRESS OF JAPAN"	6,000 "	WEDNESDAY, 10th February.
"EMPIRESS OF CHINA"	6,000 "	WEDNESDAY, 17th February.
"ATHENIAN"	3,882 "	WEDNESDAY, 24th February.
"EMPIRESS OF INDIA"	6,000 "	WEDNESDAY, 3rd March.
"TARTAR"	4,425 "	WEDNESDAY, 10th March.
"EMPIRESS OF JAPAN"	6,000 "	WEDNESDAY, 17th March.
"EMPIRESS OF CHINA"	6,000 "	WEDNESDAY, 24th March.
"ATHENIAN"	3,882 "	WEDNESDAY, 31st March.
"EMPIRESS OF INDIA"	6,000 "	WEDNESDAY, 7th April.
"TARTAR"	4,425 "	WEDNESDAY, 14th April.
"EMPIRESS OF JAPAN"	6,000 "	WEDNESDAY, 21st April.
"EMPIRESS OF CHINA"	6,000 "	WEDNESDAY, 28th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 5th May.
"EMPIRESS OF INDIA"	6,000 "	WEDNESDAY, 12th May.

THE magnificent "EMPIRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pender's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.

SAILING DATES.

Freight and Passengers.

Freight.

Freight.

Freight.

Freight.

Freight.

Freight.

Freight.

Freight.

Freight.

Freight.

Freight.

Freight.

Freight.

Freight.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	A. W. Dixon.
"HANKOW"	2,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and to A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG HAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday

Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 4th August, 1903.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET GOODS.

PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

of good things for the table.

Varieties of good things for the table.

Do you know That HEINZ SWEET PICKLES are entirely different from other Pickles.

That HEINZ SWEET PICKLES are not only safe to eat freely in the tropics but they assist digestion and stimulate the appetite.

That HEINZ SWEET PICKLES are the ideal pickles for the tropics.

That you can buy HEINZ SWEET PICKLES from your grocer or from—

THE MUTUAL STORES and ANGLO-AMERICAN STORES.

Hongkong, 26th August, 1903.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES.

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE,

954C

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the Bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c

GO TO THE KOWLOON HOTEL.

FRANK F. JEWELL, KOWLOON. J. W. OSBORNE, Proprietor.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on MONDAY, the 7th September, 1903, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1903, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th September, both days inclusive.

By Order of the Board,

C. MOONEY, Secretary.

Hongkong, 27th August, 1903. [1044c

HUMPHREYS ESTATE AND FINANCE

NOTICE is hereby given that AN EXTRA-ORDINARY GENERAL MEETING of HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at NOON, when the SUBJOINED RESOLUTIONS will be proposed, viz:—

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON, General Managers.

631E

EMPLOYMENT WANTED.

AN ENGLISH EDUCATED SMART CHINESE, speaks English fluently, having Practical Commercial, General Office, and Shipping Experience; at present holding a Permanent Position seeks a Responsible Post.

Address:—"A.B.C." C/o H.K. Telegraph Co., Ltd. Office: Ice House Road.

Hongkong, 31st August, 1903. [1066c

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

General Managers.

Hongkong 15th August 1903 [19

JUST ARRIVED.

PER S.S. "HITACHI MARU."

HASTINGS and NAPHW'S YORK CUT HAM and BACON, quite Fresh.

Prices Reasonable.

5 per cent Discount.

H. RUTTONJEE, No. 5, D'Aguiar Street, and 36 and 38, Elgin Road, Kowloon.

Hongkong, 27th August, 1903. [1045c

N. LAZARUS,

OPHTHALMIC OPTICIAN

OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room:

No. 16, Queen's Road Central,

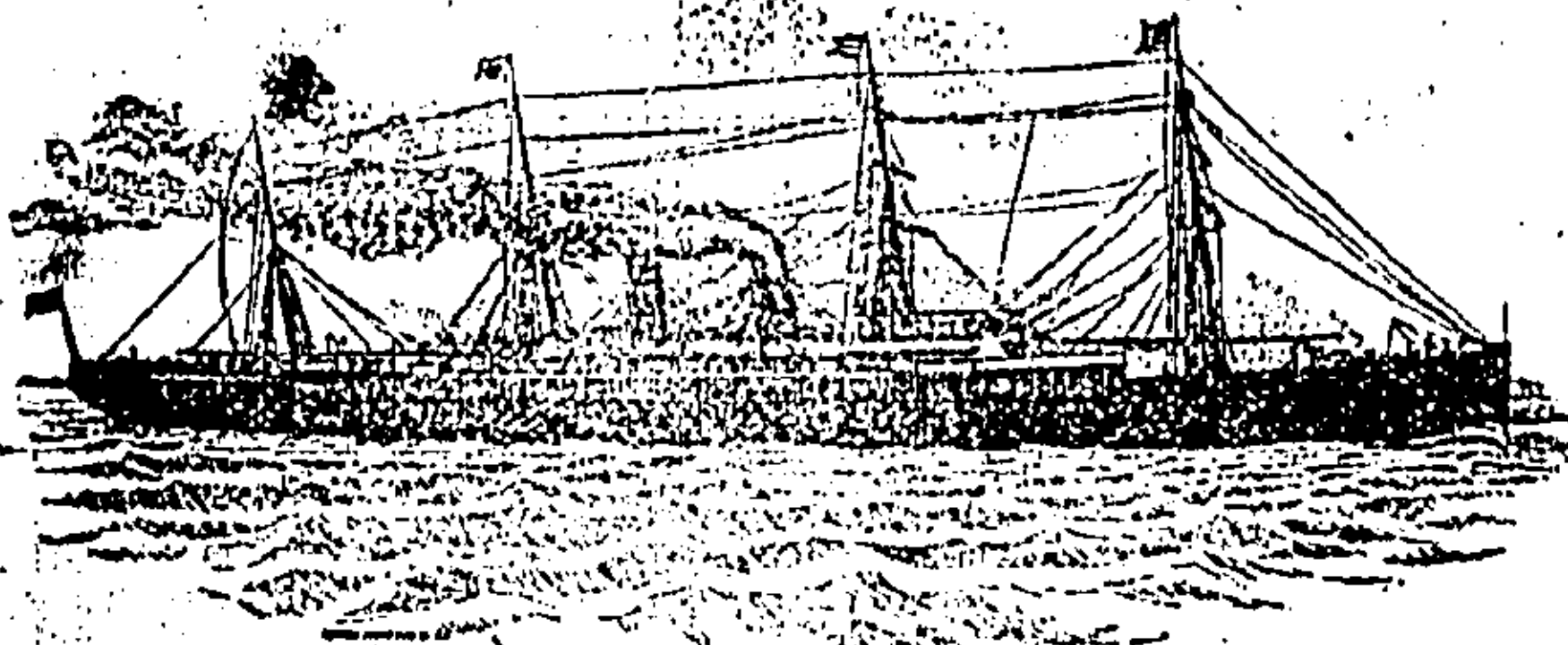
Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN, Manager.

Hongkong, 23rd June, 1903. [6c

NOTICE.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"CORFIC"	SATURDAY, 20th September, at Noon.
"AMERICA MARU"	SATURDAY, 20th September, at Noon.
"KOREA"	TUESDAY, 13th October, at Noon.
"GABIC"	TUESDAY, 20th October, at Noon.
"HONGKONG MARU"	WEDNESDAY, 28th October, at Noon.
"CHINA"	FRIDAY, 6th November, at Noon.
"DORIO"	SATURDAY, 14th November, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through tickets to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Pacific Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 1st September, 1903.

ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 23rd September.
"TARTAR"	4,415 "	WEDNESDAY, 7th October.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN"	3,882 "	WEDNESDAY, 4th November.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 10th February.
"TARTAR"	4,415 "	WEDNESDAY, 24th February.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 9th March.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 30th March.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VICTORIA (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL RAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Padder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Sailing Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
ONISBERG	HAVRE, BREMEN and HAMBURG.	13th Sept.	Freight and Passengers.
ITALUSIA	(Calling at SINGAPORE and PENANG.)		
on Döhren	HAVRE and HAMBURG.	23rd Sept.	Freight.
ESSINIA	(Calling at SINGAPORE and COLOMBO.)		
Filler	(Calling at SINGAPORE and HAMBURG.)	6th October.	Freight.
ISSAVIA	HAVRE and HAMBURG.		
Schulke	(Calling at SINGAPORE and COLOMBO.)	20th October.	Freight.
XONIA	HAVRE and HAMBURG.		
Brehmer	(Calling at SINGAPORE and PENANG.)	3rd Nov.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE

No. 1, Queen's Buildings.

Hongkong, 29th August, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"PATSHAN,"	2,260 "	A. W. Dixon.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAW,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG-SHAN,"	1,998 tons,	Captain W. E. Clarke.
--------------------	-------------	-----------------------

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule, Sunday excepted.

Do. from Macao to Hongkong daily at about 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,119 tons,	Captain T. Hamlin.
------------------	-------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING,"	563 tons,	Captain R. D. Thomas.
"SAINAM,"	588 "	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 4th August, 1903.

Antimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

C. W. CLARK,
No. 4, 106 HOUSE STREET,
Between Queen's Road and Des Voeux Road.

LADIES' SPECIAL TAILORING
PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

57 Varieties of good things for the table.

Do you know
That HEINZ SWEET PICKLES are entirely different from other Pickles.
That HEINZ SWEET PICKLES are not only safe to eat freely in the tropics but they assist digestion and stimulate the appetite.
That HEINZ SWEET PICKLES are the ideal pickles for the tropics.
That you can buy HEINZ SWEET PICKLES from your grocer or from—

THE MUTUAL STORES and
ANGLO-AMERICAN STORES.

Hongkong, 26th August, 1903.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

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The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES.

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INTERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c

Antimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS

will be held at the COMPANY'S HOTEL, on MONDAY, the 7th September, 1903, at Noon,

for the purpose of receiving a Statement of accounts of the Company to the 30th June, 1903, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th September, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 27th August, 1903.

HUMPHREYS ESTATE AND FINANCE

NOTICE is hereby given that AN EXTRA-ORDINARY GENERAL MEETING OF HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of October, 1903, at NOON, when the SUBJOINED RESOLUTIONS will be proposed, viz—

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."

2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor—

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent, but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation as SPECIAL RESOLUTIONS to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON,
General Managers.

931c

EMPLOYMENT WANTED.

AN ENGLISH EDUCATED SMART CHINESE, speaks English fluently, having Practical Commercial, General Office and Shipping Experience; at present holding a Permanent Position seeks a Responsible Post.

Address—

"A.B.C." C/o H.K. Telegraph Co., Ltd.

Office: Ice House Road.

Hongkong, 31st August, 1903.

[1066c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th August, 1903.

[19c]

JUST ARRIVED.

PER S.S. "HITACHI MARU,"

HASTINGS and "NAPHEWS YORK CUT HAM and BACON, quite Fresh.

Prices Reasonable.

per cent Discount.

"H. RUTTONJEE,"

No. 5, D'Aguiar Street.

and 35, King Road, Kowloon.

Hongkong, 27th August, 1903.

[1016c]

MADAM FLINT & CO.

IMPORTERS OF FRENCH

MILLINERY AND DRESSMAKING.

MATERIAL ACCURATE AND DESIGNED

during the Summer Months.

PRICES MODERATE.

CONNAUGHT HOTEL, Rooms 4 and 5.

Hongkong, 31st August, 1903.

[1062c]

OWNERS of Tenement Houses are re-

minded that Notices of Intention to

line wash must be sent to the Secretary of the

Board THREE CLEAR DAYS before the Work

is commenced.

By Order,

G. A. WOODCOCK,
Secretary.

Sanitary Board Room,

Hongkong, 29th August, 1903.

[1014c]

Intimations.

A. S. WATSON & CO.,

LIMITED.

FLOWER AND VEGETABLE

SEEDS

FOR THE SEASON 1903-1904.

ORDERS are now being executed from New Stocks only.

PRICED CATALOGUES, with Hints on Gardening, can be obtained free on Application.

These SEEDS are supplied to us by the BEST GROWERS IN THE WORLD. It is essential to use particular care when sowing and to exercise supervision over the Chinese Gardeners, whose "old custom" methods of dealing with the Seeds may sometimes lead to disappointing results.

CLAY'S FERTILISER.

For use in the garden generally.

RANSOME'S LAWN-MOWERS.

The Best and Cheapest Machines in the Market.

A. S. WATSON & Co.,

LIMITED,

SEEDSMEN.

ESTABLISHED 1841.

TELEPHONE NO. 444.
CABLE ADDRESS: "ACHIEVE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A GHEE & CO.,

祥利廣

TEMPORARY STORE:

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Hongkong, 29th August, 1903

[728d]

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TELEPHONE, 232.

Hongkong, 20th March, 1903.

[355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in THE HONGKONG TELEGRAPH should be addressed to the Editor, 1, Des Voeux Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportionally.
The daily paper is delivered free when the address is accessible to messenger. On express sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 2, 1903.

PAKHOI: A DECAYING TREATY PORT.

The treaty port of Pakhoi, opened to foreign trade by the Chefoo Convention twenty-seven years ago, is on the down grade, and, according to Mr. Consul Little, there is no prospect of recovery. In his report from that port for 1902, he says the trade of Pakhoi presents but few features of practical interest to the British merchant. As a place of foreign commerce it has been declining in importance for some years and there appears little or no prospect of a recovery in the future. The occupation by the French of Kwangchow and its establishment as a free port indicates the probability that Pakhoi will be deprived of its trade in a large portion of the hinterland which has hitherto been considered as naturally forming its trade district. Pakhoi, indeed, is not very well situated for a treaty port, and never had any prospect of becoming of much importance except through an artificial obstruction of the natural channels of trade which lie to the north and west of it. Its decline, therefore, does not seem to be a matter for much regret. Some twelve years ago it reached the height of its prosperity when the value of the imports and exports rose to over £1,000,000, but when Mengzi, the West River and Kwangchow were opened up and began to be developed the trade of the port commenced falling below its average level and now signs are not wanting that it will drop considerably lower before it touches bottom. The imports during 1902 were valued at £245,300, a decline of £67,700, which would have been much greater but for the large quantity of rice imported to meet the deficiency in the local supply resulting from a bad harvest. All the chief items declined, especially cottons, which dropped from £134,900 to £72,900. Exports were valued at £183,500, a decrease of some 40 per cent. compared with 1901, which, however, was a record year, with a value much higher than on any previous occasion. This decline is mainly accounted for by the diversion of sugar, the failure of the indigo crop, and a great reduction in aniseed oil, probably due in part to the disturbed state of the chief producing district in Kwangsi either stopping production or preventing transport, and in part to a diversion to the route through Tonkin. It is consoling to reflect that, while the trade of the port as a whole has been falling off for a number of years, the exports have not only held their ground but, in 1900 and 1901, showed signs of a healthy expansion, and that in spite of the successive diversion to other routes of several articles which formerly made up the bulk of the trade and the gradual disappearance of one of the chief products of the district, groundnuts, which, with its product oil, figured in the list a few years ago for between £20,000 and £30,000. It seems that, although the plant grows well enough, there is no yield of nuts, a phenomenon which the farmers can only explain by alleging the malign influence of the telegraph wires. There being no good substitute for this product in the sandy soil which is common there, the loss is rather a serious one. Referring to shipping, Mr. Little says that practically the whole of the carrying trade was divided between the French and German flags, the former securing about two-thirds of it and in view of the fact that nearly all the trade of Pakhoi and Hoihow, and a great deal of that of Halphong, amounting in the aggregate to several millions sterling, is carried on with Hongkong, it is to be regretted that British companies do not think it worth competing for.

GOVERNMENT SERVANTS AND THE ACCEPTANCE OF PRESENTS.

We understand that a departmental circular has been issued from the Colonial Secretary's office directing the attention of Government servants to the rules and regulations in force regarding the receiving of presents by officers and members of their families during the continuance of their service in the Colony. The subject has been prominently before the public during the

past few weeks by reason of the allegations made against public servants, charged with receiving bribes, and the circular, which has just been issued, is evidently an outcome of those investigations. Chapter XVII of the Rules and Regulations for His Majesty's Colonial Service, which deals with the question of presents, is as follows:—

421. Governors, Lieutenant-Governors, and all other servants of the Crown in a Colony, are prohibited during the continuance of their service in the Colony, from receiving presents, pecuniary or valuable, either from the ordinary gifts of personal friends, which may be offered for their acceptance by the inhabitants of the Colony or any class of them, or by Kings, Chiefs, or other members of the native population in or neighbouring to the Colony, and from giving such presents.

This rule applies not only to the officers themselves, but also to their families, and officers are responsible for its observance by their families. It is not intended to apply to cases of remuneration for special service rendered, and paid for with the consent of the Government. The rule may be relaxed, with the special permission of the Secretary of State, upon an Officer's final departure from the service of the Colony.

Money which has been subscribed with a view of marking public approbation of an Officer's conduct, may be dedicated to objects of general utility and connected with the name of the person who has merited such a proof of the general esteem.

422. When presents from Kings, Chiefs, or other members of the native population in or neighbouring to the Colony, cannot be absolutely refused without giving offence, they are to be delivered up to the Government. To this rule there can be no exception, unless with the express sanction of the Secretary of State, which will be granted only on public and not on personal grounds.

When presents are exchanged between Governors or other officers acting on behalf of the Colonial Government and ceremonial intercourses with native Kings, Chiefs, or others, the presents received must be credited to the Government, and such return presents as may be sanctioned by the Secretary of State will be given at the Government expense.

423. Governors are not, without special permission, to forward any articles for presentation to His Majesty.

LOCAL AND GENERAL.

THE World's Fair buildings at St. Louis have been completed.

It is reported that Japan will compete in the international yacht races next year.

THERE were no cases of plague recorded during the twenty-four hours ended noon to-day.

THE auction sale of Naval obsolete and condemned stores has been postponed till to-morrow (Thursday) at 10 a.m.

One more chance to buy a Kodak for \$5; a good Kodak. LeMunyon, 31, Des Voeux Road.—Advt.

FOR neglecting to erect a fence, or to place a light around an excavation at Quarry Bay during four days of last month, a Mr. Heckwood was this morning fined \$80, \$20 for each of the four days.

THE Chinese are dying like flies of cholera and are being picked up dead in the streets all over the settlements at Shanghai. The China Gazette says the sale of fruit ought to be stopped for a week in the settlement.

SIX months' hard labour, the first and last weeks to be spent in solitary confinement was the sentence passed by Mr. Sercombe Smith, at the Magistracy this morning, upon a celestial for stealing two enamel basins from a furniture shop in Wellington Street yesterday afternoon.

At the instance of Inspector Langley, the master of the steam launch *Cheong Yuen*, was charged with neglecting to exhibit a red light while under way in the harbour. At the Magistracy this morning Mr. T. Sercombe Smith fined him \$25, or one month's imprisonment.

THE China Gazette thinks that if Hongkong could send its best cricket eleven to Shanghai, there would seem to be a prospect of retrieving lost laurels, but "taipans" are obdurate, and other difficulties may prevent the Cricket Club from getting together the strongest local combination.

Framing, fancy and artistically done by LeMunyon, 31, Des Voeux Road.—Advt.

It is estimated that the damage done by the recent floods at Chefoo will amount to 2,000,000 taels and the loss of life to 1,000 persons. Other parts of the country also suffered severely. A Foreign Relief Committee has been appointed, and rice, congee, and money are being distributed to the destitute.

A WIRE from Rome of 27th ult. reports that amid pomp and display hardly overshadowed by the recent tragic event of the Church, the remains of Giuseppe Garibaldi have been laid in their new resting place. The poet and novelist Gabriel d'Annunzio was the orator of the occasion. It was a great national event.

THE latest "curiosities" consist of tiny cardboard lizards, toadstools, &c., which move without being touched. Anyone looking under the piece of cardboard will find that it is stuck to the wings of a living fly—hence the movements, which cause large crowds to gather round each *cardol*. Some thousands of these articles are sold daily.

ON her last trip from Manila the *Rosetta Maru* brought a general cargo, and nearly half a million Mexican currency. Of the latter, there were three distinct shipments; one of \$100,000, one of \$100,000, and one of \$100,000. Among the passengers were four Japanese women, who came on the vessel from Hongkong and are being returned, having been refused admission to these islands.

FOR some time past much of the trade from Hongkong to Yunnan and *vice versa* has been going by the Red River.

Do your own developing without a dark room by using an Eastman developing machine. LeMunyon.—Advt.

MR. Consul Little of Pakhoi, in his trade report for 1902, says that an attempt is being made to divert the Yunnan tin from Hongkong and ship it direct to France.

THE import of sugar into the ports of Bhavnagar, Limbdi, Wadhwan, Lakhtar, Chuda, Vala Jasan, Bagana, Patri, and Vazod, and in Wadhwan, Vithalgar, Choika, Dasada, Chotila, Jhinjwada, and Palad thanas on the Kathiawar coast is prohibited.

IN his trade report for 1902, Mr. Consul Little says that the proposed railway from Pakhoi to Nanning appears to have been abandoned, and it is probable that one from Kwangchow through the Yulin district to the nearest point on the West River and thence to Nanning will take its place.

Fresh Kodak film, plenty of them, at LeMunyon, 31, Des Voeux Road.—Advt.

A MEETING of the Justices of the Peace was held in the Justices' room, at the Magistracy yesterday afternoon for the purpose of considering an application from Louis Comar for a publican's licence to sell and retail intoxicating liquors on the premises situated at No. 61 Des Voeux Road, Central, under the sign of "The Main Hotel." The Magistrates present were Messrs. J. H. Kemp, F. W. Lyons, F. R. Wood, F. Browne and C. D. Melbourne. The licence was unanimously refused.

SIR Thomas Lipton is depressed, says a New York wire of 27th ult. "Large odds have been offered upon the *Reliance* to win the third race from *Shamrock III*, and there are practically no takers. Despite the closeness of the last race, New Yorkers have complete confidence in the *Reliance* to make it three straight. No such odds were offered against *Shamrock I* or *Shamrock II* as were offered to-day against *Shamrock III* and refused. The American interest in the races is greater than ever before.

THERE was a report current in the Colony yesterday to the effect that the Imperial German mail steamer *Zieten* had collided with a fishing junk near Cape D'Agulhar. On inquiries being made by our representative at the office of the agents this morning we learn that the rumour was without foundation. It seems that the *Zieten*, when passing Cap Rock early yesterday morning, signalled to the lighthouse that she wished to call at the harbour and go alongside the pier. The people on the rock mistook the signal and reported to Hongkong that she had come to grief.

A CASE of illicit but profitable exportation of rice from Shanghai was brought to light last week by the vigilance of some of the I. M. Customs officers. A large shipment of "beans" to Japan per the s.s. *Lita* was suspected of not being straight and on one of the 1,000 bags being opened it was found that it was a case of wheels within wheels or rather bags within bags. Each bag of beans contained a bag of rice nearly as large as itself, but the layer of beans all round, top, bottom and sides, would easily deceive the eye of the casual observer, remarks the *China Gazette*.

THE hearing of the case in which a native was charged some time ago for robbery with violence in the Chun Tak village was resumed this afternoon before Mr. J. H. Kemp. It was stated that on the 17th August, the defendant attacked a native woman in the interior of China and robbed her of \$250. He then boarded a passenger junk and came to Hongkong, but, unfortunately, another Chinaman who had seen the whole affair followed him and on arriving here gave information to the police who had him arrested. The case was adjourned until Friday.

Mail your films and Kodak orders to LeMunyon, P. O. B. 368.—Advt.

It was unfortunate that the entertainment at St. Patrick's Club on Monday evening was spoiled by rain as the Committee and the stage managers (Messrs. Burgess and Rogers) spared no pains to make it a success. The Club's strong band was well received, and the songs by Messrs. H. Gilbert, J. M. O'Connell, and J. B. Mistry, were really appreciated. Mr. W. T. Burgess in his song *Silence reigned supreme* was vociferously encored. The dance, performed by Master and Miss Rocha, was perhaps the greatest treat of the evening. The Committee are desirous of notifying that a new programme will be given on Saturday night.

FURTHER particulars of the cricket match between the Presidency and the Parses Cricket Club were received by the German mail yesterday. The Parses team was represented by Messrs. H. D. Kanga, F. Colabawalla, K. M. Mistry, R. Meherhomjee, D. E. Mody, D. D. Kanga, J. Mody, D. Raja, M. Pavri, K. B. Mistry, and M. Balsara. The Parses were the first to bat and scored 170 runs. The Presidency team secured, in the first innings only 69 runs all out. The Parses then went in for the second innings and secured 14 runs with one out. The play resumed on the 15th inst. Particulars of the Parses team's score are as follows:—Kanga, 14; Colabawalla, 12; Mistry, 15; Meherhomjee, 2; D. E. Mody, 2; D. D. Kanga, 28; J. Mody, 3; Raja, 15; Pavri, 2; K. B. Mistry, 14; Balsara, 3; and Byes, 13. Total 170. Mr. K. K. Khanna acted as umpire for the Parses, and Lieut. H. O. Carroll for the Presidency team.

It is not improbable that another line of steamers may be placed in service, running to Puger Sound or Portland from the Orient. Sadasaburo Nakamura, a business man of Hakkaide, Japan, general manager of the Sulphur Mining Co., with headquarters at that city, is visiting Pacific coast ports (feeling the mercantile pulse with a view to placing the company's steamships upon a run between that coast and Japanese ports.

A POLICE constable, a Chinaman and a savage dog were the principal characters in a Wanchai disturbance yesterday afternoon. The constable attacked the celestial and then set upon P. C. Revenay who was forced to use his truncheon to keep the brute within reasonable distance. This morning Mr. Marry, of 144, Wanchai Road, who owns the dog, was fined \$5 and cautioned about keeping the animal under proper control. He told Mr. Sercombe Smith that it was a quiet dog, and during the three years he had kept it no complaints had been received regarding its behaviour.

As the wall of the new Chinese Empire Reform Association headquarters building rises steadily in the air, the interest and enthusiasm of the local members shows a marked increase, says the *Vancouver Daily World*. "Already plans for the dedication ceremony are being discussed, and on 25th July last a grand informal palaver was held in the temporary rooms on Dupont street. Prof. Leong Kai Cheu, who was in attendance at the convention when it was decided to undertake the work, and who is second vice-president of the society, will be invited to be present. He is now in St. Louis, enjoying the bustle and activity of preparations there being made for the coming exposition. If Prof. Leong Kai Cheu is present, the opening of the building will be a gala occasion. Of course, the affair will end with a grand banquet. The local Chinamen interested in the operations of the Reform Association say that it will be a "big big time." As for the date, that is still indefinite, since to a great extent it depends upon how soon Leong Kai Cheu can be induced to leave St. Louis.

ROBBERY AT THE LONDON MISSION.

It is reported that early on Sunday morning, robbers broke into the premises of the London Mission Society, on Bonham Road, and decamped with clothing and jewelry to the value of about \$100. The matter was reported at No. 8 Police Station, but no trace of the culprits could be found until Monday afternoon when Sergeant Abley was passing a pawnshop in Hollywood Road. He then noticed a native in the shop and the broker glancing at a silver chain in his hand. He walked into the establishment and the native bolted away down the street, but the sergeant gave chase and after a spurt of half a mile along the Queen's Road on Des Voeux Road and Lee Yuen Street, lost him in the crowd. The chain was recovered and was subsequently identified as property stolen from the London Mission.

MINING ENTERPRISE IN CHINA.

Much has been said of mining development in China, and the Government, now fairly in a financially critical period, has directed her attention towards this to alleviate her heavy expenditure. The heavy indemnity of 1902 has been mainly the cause leading to the inauguration of this period which, as may be observed, has poured upon the people many unnecessary miseries. In more ways than one the Government prefers Chinese to foreign shares, and rightly so. As recently appeared in the papers she tries to get the wealthy Southern merchants interested in mining enterprises. How far she will be successful in this part of her noble effort for the good of her country as well as her people remains yet to be seen, but it may be taken for granted that this effort will not be entirely in vain. There are such merchants who are always ready to invest capital in mining enterprise if only they can be assured that their capital would not be wrongfully wasted, but be properly and honestly used.

The mines in China are well-known to be rich and extensive, as reported by mining experts. They are the natural resources of China, untouched and sanctified by Fungshu. All the wealth of the people has been laid up there for ages, guarded constantly by the mountain gods, and when the wealth is taken out by well conducted processes, not only will the nation be enriched, but many idle and hungry people would find ample labour to make their lives happy though subject to conditions and surroundings more or less oppressive. Mining enterprise is not unknown in China, such enterprise as this has been started by means of pure native process from time immemorial.

So far the mines worked out under Chinese shareholders have not yet proved faithful to the utter discouragement of their high-minded promoters, and this may be attributed to several causes. It may be due to (1) lack of capital, (2) want of mining regulations, or (3) the superstition of the people. Very often a mine, however good, has to be abandoned on account of the superstition of the people, and even the Government to a certain extent, is powerless to quell the disturbances created by them. The superstition of the people may be removed as vapours in the air by the onward march of education and civilization, and the disturbance may be avoided by the issue of mining regulations. There are always political rumours in China, and this, of course, has much to do with the investment of mining capital. But the evil may easily be remedied when the Government takes a strong hand in her reform measures, and ere long there would be protection of lives and property throughout the whole empire, and then, and not until then, people would feel confident in any great enterprise, and even mining enterprise in China.—*Shanghai Mercury*.

SIR HENRY BLAKE'S PROMOTION.

OFFICIAL CONFIRMATION.

SECRETARY OF STATE'S TELEGRAM.

We have received the following official confirmation of the wire despatched by our London correspondent on the 31st ult. and published by us in a Special Extra early in the forenoon yesterday:—

Government House,

Hongkong, September 2nd, 1903.

Sir,—I am directed by His Excellency the Governor to inform you that he has received the following telegram from the Secretary of State for the Colonies:—

"It gives me great pleasure to inform you that His Majesty has been pleased to approve of your appointment as Governor of Ceylon."

—I am, &c.,

J. KEANE.

The Editor,

The Hongkong Telegraph.

TIENTSIN.

(From Our Own Correspondent.)

22nd August.

Sir Ernest was unfortunate in his brief stay in Tientsin inasmuch as it poured in torrents throughout the day, and this probably hindered many from seeing him who might otherwise have called. He did, however, meet a few who have large interests at stake in Tientsin, but there was no pretence at any official or represented intercourse, and he returned to Peking quietly yesterday morning, and is by this time beginning to take up the tangled threads of the Peking situation again. There is a great inclination towards unstinting confidence in the Minister, but an increasing desire on the part of those who have invested largely in the North to receive some guarantee that the Home Government appreciates the extent and importance of the British interests here. So far we have had no such guarantee, but on the other hand sundry and various informal reminders that it is the Yangtze and not the North for which any stand will be made. Whether Sir Ernest has any such assurance to give us we do not yet know, but his policy and general tactics are being closely watched in the hope of gathering some clue.

Lady Susan Townley has presented the medals to the Sherwoods in Peking and this ends, I believe, all the presentations. One gets a little tired of them, as the very name of medal is associated with so much wild talk and heart-burning in Tientsin. All those bestowed were not as worthily won as the Sherwoods were, while many a breast which should have been decorated goes overlooked and unadorned. But it is always so.

We have had torrential rains for the past few days, and traffic between here and Shanhai-kwan is all at sixes and sevens. Trains are doubtless getting through at odd intervals, as we have not had any of the passengers who went to Peitaiho yesterday returned on our hands yet, but information is somewhat scant. The damage done is probably not very great, this side of Peitaiho, and delay is chiefly due to the line being awash with three or four feet of water, and the consequent inability of the driver to know whether his track is safe for a rush through or not. Beyond Peitaiho, however, there is some talk of the bridges being shaky. With the rains, one somehow feels more comfortable in Tientsin. If the weather holds up, however, I am contemplating a visit to this resort next week. It is rather shocking to have worked here for seven years without visiting either Peitaiho or Peking, and people seem to think I am not up to playing the game by my aloofness. If I go you will probably receive a somewhat detailed account of the health resort concerning which accounts have been as yet slightly scrappy.

Trade is dull and residents duller here. Retail business what with so many away and trade so bad, is almost at a standstill and the stores complain they never had a worse season. Yet they are expanding, building additions to their premises and increasing their staffs. But it partakes of the spirit of speculation and luxury pervading the port, and is promoted rather by the desire to shout each other down rather than justified by business prospects. Tientsin is passing through a critical period, and an artificial and unwholesome semblance of prosperity makes the guidelines shake their heads. The Russo-Chinese and German Banks after vainly trying to induce the other banks to follow suit, have, I believe, decided to raise their rate from 7% to 9% on overdrafts and loans, which will have an unfavourable effect in some quarters. I do not know yet whether this applies to present or only new loans.

The Chamber of Commerce appear to have done, no thing as yet in regard to the currency matter. Some delay has occurred and the matter has lapsed for the time being.

SHIPPING AND MAILS.

MAILS DUE.

American (*Siberia*) 4th inst.
French (*Australien*) 6th inst.
Indian (*Catherine Angel*) 6th inst.
Canadian (*Empress of Japan*) 8th inst.
Australian (*Chinglu*) 9th inst.
Canadian (*Tartar*) 13th inst.
Indian (*Namanga*) 14th inst.
American (*Coptic*) 16th inst.
American (*America*) 23rd inst.

The P. & O. S. S. *Siberia* with mail, left Shanghai for this port to-day at 3 a.m.
The P. & O. S. S. *Patna* left Singapore for this port on 1st inst. at 2 p.m.
The T. & N. S. S. *Rohilla* left Manila this afternoon, and is expected here on 4th inst. at 4 p.m.
The *Apac* Co's s.s. *Catherine Angel* from Calcutta left Singapore for this port on the 28th afternoon 31st ult.
The M. S. Co's s.s. *Australien* with the next French Mail will leave Saigon to-morrow at 11 a.m. for this port.
The N. Y. K. s.s. *Bombay Maru* (Bombay Line) left Moji for this port to-day, and is expected to arrive here on 6th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Reported American Paper.

FOR HONGKONG.

(From Our Own Correspondent.)

LONDON, September 1st, 10.40 p.m.

It is reported in newspaper circles here that American journalists intend starting a daily paper in Hongkong at an early date.

[From our inquiries in the Colony we have not been able to ascertain whether such a new venture is in contemplation for Hongkong. With the addition of a morning daily which has been spoken of for some time and the projected Hongkong edition of the Manila Sunday Sun, a fifth daily for the Colony will have a struggle before it in order to be made a commercial success.—Ed., H.K.T.]

Opium Sales.

CONTINUED BIG RISE.

(From Our Own Correspondent.)

CALCUTTA, 2nd September, 1903. The ninth auction sale of opium took place to-day, when Patna realized Rs. 1,476 and Benares Rs. 1,446 per chest, showing a rise of Rs. 110 and Rs. 46, respectively, upon the last sale. The usual quantity of 2,000 chests of each quality was sold.

The "America" Cup.

THIRD RACE AGAIN POSTPONED.

Messrs. Shewan, Tomes & Co. kindly send us the following copy of a telegram received by them this morning, and which was despatched from New York last night:—

"Light breeze. Postponed for no wind. Will be sailed to-morrow (Wednesday)."

(Reuter's.)

The Balkan Trouble.

LONDON, 31st August.

An unsuccessful attempt has been made to blow up the West-bound Orient Express, South of Kulebuburg, but the engine only was derailed.

The Turks have re-captured Neveska, killing two hundred Bulgarians.

The United States Squadron in the Mediterranean.

The orders to the American squadron to proceed to Beirut have not been changed.

LATER.

The Governorship of Hongkong. Sir Henry Blake, the present Governor of Hongkong, has been appointed Governor of Ceylon.

The Third Race for the "America" Cup.

The third race for the "America" Cup is again inconclusive. The course was fifteen miles to windward and back, there was a heavy sea and a wind of six knots. The *Reliance* started six minutes ahead after cleverly depriving the *Shamrock* of the windward position, and steadily increased her lead after 24 hours, to two miles, when the wind dropped.

The German Press and America.

The German Press is dissatisfied with American intervention in the Near East as being likely to upset the political calculations of Germany, Austria and Russia.

Russia.

M. de Witte has been appointed President of the Committee of Ministers of Russia, retaining supreme direction of the Ministry of Finance.

THE FORMOSA SUGAR CROP.

TOTAL FAILURE FEARED.

The sugar crop in Formosa this year appears to have failed. From the 2nd January last, when the exportation of new sugar to Japan was opened by the *Tatsumi Maru*, to the 22nd July, when the *Kelung Maru*, the last boat with sugar, left, thirty-three steamers loaded sugar at Anping and thirty-two at Takow. The sugar shipped at Takow amounted to 19,142,240 kin, while that sent from Anping represented 15,227,180 kin—making a grand total of 34,369,420 kin. When the amount shipped to Hongkong, Amoy, and other Chinese ports—252,392 kin—is added, the total shipment amounts to 34,621,720 kin. Taking the value of sugar at 15 per picul, the total will thus realize about 51,731,000. The quantity of sugar shipped this year was about one-half of the quantity usually shipped in one season. The value, however, was about 60 or 70 per cent. of an ordinary year, which was due to the higher price ruling.—*Koh Chien-chen*.

CANTON NOTES.

(From Our Correspondent.)

CANTON, 1st September.

THE S.S. "TAK HING."

The damage to the Joint River Steamboat Co.'s steamer *Tak Hing*, Capt. Webster, which lost her propeller and shaft and had to be beached on the salt flats as reported by wire in your columns last week has now been repaired, and the vessel commenced her usual run from this port to Wuchow at eight o'clock this morning. As already stated in your journal she has been in the hands of the Hongkong and Whampoa Dock Company. As far as saloon accommodation is concerned, there is not a boat on the West River to touch her, and being the only twin screw steamer on this run she passes anything on the line and her only trip the week before last was a record.

AN EXECUTION.

The amount secured by a robber of package of treasure was \$100,000 and not \$1,000, as stated by your contemporaries. The package consisted of \$1,000 in silver and the remainder in notes. The thief is sentenced to be beheaded and on representations from the bankers the Nam Hoi magistrate has consented to have the execution as near the scene of the robbery as possible. It will take place on the *Kianglung* Wharf, in all probability to-day.

RAIN-STORMS.

During the last two days Canton has been visited by very severe squalls which, on Sunday, amounted to a typhoon. Several roofs of houses were shattered and all the customary matted windshields, which most shops have in the city for ventilation, were swept away. Last evening at four o'clock a squall suddenly sprang up and capsized about a dozen sampans in the Back Reach and beached a junk just below Maran fairs. The rain, which did not cease till after 6 o'clock this morning, has established a record, 6.54 inches falling in 14 hours. The total rainfall for the month is 143 inches.

THE BARRIERS.

The artificial obstructions to navigation in the Canton River, which according to the British Commercial Treaty have to be removed by the 5th September, 1904, are to be done away with at an early date. The work of removing them will commence very shortly.

THE ENGLISH LANGUAGE IN CHINA.

Long before the establishment of commercial intercourse with foreign countries when China was secluded from the rest of the world, the English language, now so popular and valuable, was totally unknown to the immense mass of Chinese people. From time to time there were some Roman Catholic priests who found their way to Peking, and these have been greatly instrumental in the translation of many books on science, in the early stage of China's western civilization. But they put on Chinese clothes and spoke the Chinese language. At the time of Dr. Morrison, the English missionary, the English language was still little known, and the number of people who spoke it as well as the area where it was spoken, deserve little attention. The only place open to foreign trade then was Canton. The interpreters and other English-speaking Chinese were of a type different from those of the present day. They made themselves understood by gestures rather than by anything else, and yet, it is said, an interpreter was so valuable regarding his services that often he succeeded in making a large fortune for himself. Even pure and simple English was not used—there was no grammar, no Anglo-Chinese dictionary of school. So, it is evident, English-speaking became a sort of guessing work. Undoubtedly, mistakes were liable to be made on both sides, the speaker and the hearer, when the thoughts of each were expressed and understood in a way so peculiar and crude, and these mistakes, of course, were avoidable.

When Hongkong was ceded to the British Government in exchange for Canton, some Anglo-Chinese schools were set up. At first these schools had considerable difficulty in getting the desired students, for, in those days, English and all other foreign languages as well were despised by the Chinese. Then they scorned the idea of studying a foreign language. Gradually but steadily, as more ports were opened, more foreigners came and, as was natural, fresh opportunities presented themselves to the English speaking Chinese. Astonishing as it was, enterprising Chinese found it quite worth their while to study English, as the pay at their command was such a tempting one. It was mainly through the gigantic efforts of the missionary body that many Chinese, especially of the poorer class, were taught the language, and it is remarkable to see how soon they picked it up.

Year after year the English language grows apace in China, considering the immense number of schools which have been built and the tremendous number of students engaged in its study. In Queen's College, Hongkong, alone it is believed that there is a yearly attendance of 600 Chinese students. What about St. John's College, Anglo-Chinese College, Hun-Yang College, etc., of Shanghai? What about the Peking University, the Tientsin University, and the Shansi University in the North? Besides those already mentioned, there are a good many other institutions where the English language is taught and spoken, and then, last of all, think of the private schools conducted by foreigners and Chinese in various ports. Many Chinese are now under the impression that it is not enough to learn the language, that something more essential still has to be done besides the mere acquisition of the language, that a profession should be taken up in connection with the study of the language. Others think that the language has lost its value on account of the fact that so many people are able to acquire it and that their betters give their sons a sound education in German, Russian or French.—*Shanghai Mercury*.

ABACA: THE PHILIPPINE STAPLE INDUSTRY.

(Specially written for the "Hongkong Telegraph.")

IV.

It is evident that decorating by machinery, with its enormous saving of hands, must be of the greatest advantage in a sparsely populated country, like Borneo, where the labour has to be imported at considerable expense. One of the greatest obstacles to the prosperity of the tobacco estates has always been the high death rate among the coolies, of whom a large tobacco estate employs many hundreds; some having more than a thousand men in pay. A hemp plantation will by no means run into such figures, and besides the coolies would be spread over a greater surface, making the sanitation much easier.

If, therefore, a part of the crop would pass through the machinery, the number of coolies, could be greatly reduced, even if the contention of the manufacturers, that a 14-H.P. plant (costing about £500 (o.b. Liverpool)) requiring 25 coolies, would produce about 300 lbs. of cleaned fibre, *baled for export* had to be considerably discounted. The quantity named after our previous estimate, would represent a single man's work for sixteen months.

That machinery, effective in any way, will be constructed in the near future, does not admit of any doubt. Too great interests are at stake and the antediluvian way of decontaminating may be soon enough a thing of the past. Many years will elapse before over-production sets in reducing the high prices now paid and the profit of the hemp industry, for a considerable time, will be unusually high. A stuff, which requires at least two to three years for growing, cannot be produced in any quantity at once and the first in the market will benefit most.

The writer once read a London Broker's report about abaca, contending that even a quantity of 5,000 tons thrown into the market would not to a perceptible extent reduce the then current price of abaca.

The Germans in their new possession, the Carolines, bought apparently at an exorbitant price from poor beaten Spain, may still make good the money paid by further developing their plantations.

On the 26th of last month the *Oceania* left for the Carolines with one or two botanists on board, who will study in those islands several tropical products, which have been introduced on a small scale. One of the latter is a fibre plant—almost certainly abaca.

There is a German proverb, that the most dense peasants grow the heaviest potatoes ("Die dummensten Bauern haben die dicksten Kartoffeln"), and it is not likely, that the *Julius K.* will forget to replace the doctor philosophy, as soon as his work of investigation is finished, with the man, who can grow potatoes and hemp, the man of theory with the practical planter. Needless to say, that for the latter an unusual degree of stupidity, as the proverb seems to imply, is not strictly required.

Unfortunately the proprietor of Sanlambo, Mr. P. D., of Glasgow, did not engage the services of a practical man in due time. After procuring, at great cost, several thousand young plants from the Philippines, the estate was opened out with a success which would have startled the experts from this country.

In two years, i.e., in a year less time than the Philippines require for that work, perfectly developed clusters of stems more than four yards long had been obtained and this result was greatly to the credit of the superintendent, a well known scientific man of high standing. The botanist's part of the business being finished, a practical estate manager ought to have been procured at any cost, to work out a good system of roads and the necessary drains, and to build permanent houses and sheds. The man of science perhaps knew too little of these requirements. Besides, being overstrained—at least entirely absorbed by his official work—he had no time to occupy himself especially with the superintendence of the estate.

The latter was worked by managers recruited from the casual unemployed, who, as a rule, had as little practical knowledge of estate work as the doctor and far less idea of managing working men. They seem never to have come to an appreciation of the requirements of the case, nor of the number of coolies necessary for the pulling of the fibre. Special funds for the latter were never demanded from the proprietor; invalids dismissed from the hospital, or jail-birds had a few weeks of leisure on the estate, enjoying a regular daily pay for their esteemed presence, and a happy *du vin* without care or trouble, in which he ought the estate no further progress, but not effectively dealt with the funds sent from Europe. The original wooden buildings in the course of a few years decayed through neglect and the managers shifted their residence to Sandakan, 26 miles by water from the estate. This happy Arcadian life came to a sudden close. The proprietor, who had long expected a good return from the laid out capital and rather unwillingly allowed the continuous drain on his purse, sent out a real planter to report about his property and, if possible, to put it on a reasonable footing. The report was not very encouraging, but the man immediately saw the extraordinary possibilities of the case and demanded £2,500 for coolies, roads and drains, new houses, extension work and the upkeep of all this for about 14 years, after which time he pretended to be able to make the concern pay a very handsome return. The irate proprietor read the report of this new man and soon saw him elsewhere. The estate was closed and ever since the waving leaves of a solitary banana bush in the rear of Sandakan Bay are reflected by the dark, over-shadowed waters of a detested river. Years of work and many thousands of capital have been spent up to the present without result, and one of the most justified expectations of B. N. Borneo as a colony has been frustrated or, at least, delayed for many years.

And yet the capital employed in this plantation is not completely lost. A thorough clearing, removing of the over-ripe stems as well as

the too exuberant growth of young shoots, rebuilding of houses and roads, and a staff of coolies alone is required to put the estate at once again in a working order. And this will scarcely, if at all, cost more than it would have cost at the closing of the estate. This is one feature of abaca planting, which raises its chances high above that of the tobacco; the latter plant dies out in the year it is planted, while tea and coffee degenerate and are choked by herbs and wild growth of all kinds in a short time, causing an almost entire loss of the capital invested, after operations have been stopped.

The man whose report was so fateful for Sanlambo estate, a Sumatra tobacco planter, who had privately studied the development of abaca for some time, put all consideration of this certainly valuable plant off and stated, in his land of adoption, a propaganda for his new ideal, abaca. Like many another prophet, his word counted for little in his own country. He studied carefully everything contained about abaca in a dozen books relating to travels in the Philippines and wrote a pamphlet on the subject of his hobby in three languages—Dutch, German and English, (only the latter is as yet not printed), and at last obtained from the proprietor of the Sanlambo plantation the lease of this concern. He is—Yours truly,

F. M. J. S.

Hongkong, 2nd September, 1903.

"ALHAMBRA" TOBACCO CO., LD.

The following is the general agents' report to the Consulting Committee on the period 1st July, 1902, to 30th June, 1903:—

Manila, 30th July, 1903.

To the Consulting Committee.

Gentlemen,—In conformity with rule 53 of articles of association, we have the honour to hand you, under separate cover, inventory, balance sheet, profit and loss account per 30th June, 1903.

The last mentioned document shows a loss of \$7,570.77 (including the \$391.12 ss carried over from last year's balance per 31st December, 1902) which we recommend to apply as follows:—

\$7,000 to be written off the Reserve fund, and \$570.77 to be carried forward.

We request you to have the accounts examined and audited, in accordance with article 54, after which they will be ready for the inspection of the shareholders in anticipation of the general meeting.

The cigar department has left a loss of \$3,554.26, which is chiefly due to the different strikes that took place.

A fair profit has been obtained on the sale of cigarettes, their demand having considerably increased.

As the factory owns no stock of leaf tobacco suitable for cigarettes, it becomes absolutely indispensable to raise the capital, the more so as we cannot afford to continue advancing funds to the Company.

We are, Gentlemen, Yours faithfully,
BAER SENIOR & CO.'S Successors,
General Agents.

Seen and con-
form: { WARNER, BARNES & CO., LTD.
KUNZLE & STREIFF.
SLOAN & MITCHELL.

BALANCE SHEET PER 30TH JUNE, 1903.

Liabilities.

Capital.....	\$150,000.00
Reserve fund.....	\$7,000.00
Loans against tobacco.....	117,000.00
Pancho Español-Philippine.....	80,708.90
Baer Senior & Co.....	9,000.00
Sundry creditors.....	13,551.69
	\$427,260.59

Assets.

Cash: in hand.....	\$1,276.26
At bankers.....	333.21
	\$1,609.47

Stocks in hand:

Tobacco leaf.....	\$303,955.24
Cigars, cigarettes and cut tobacco.....	18,845.22
Cigar boxes, labels, paper, etc.....	33,894.91
	\$356,695.40

Machinery.....

Furniture and installation.....	2,334.50
Various utensils.....	2,005.77
Premises on Calle Azcarra.....	1,912.00
Sundry debtors.....	27,689.79
Profit and Loss Account.....	8,442.89
	\$35,975.85

	\$427,260.59
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E. & O. E.

Manila, 30th June, 1903.

BAER SENIOR & CO.'S Successors,

General Agents.

Examined and found correct according to the company's books.

J. H. A. MACKAY.

PROFIT AND LOSS ACCOUNT

PER 30TH JUNE, 1903.

L. S. S.

Balance carried over from yearly

Balance of 31st December, 1902.....	\$391.12
Interest.....	6,634.73
Machinery: 20% p. a. off.....	\$14,762.26
1,905 88 12/100—20%.....	\$381.18
	\$20,769.29

Furniture and installation: 33% p. a. off

\$3,067.51 6/100—16%.....	\$511.35
147.90 12/100—33%.....	\$49.30
	\$560.55

Various utensils: amount written off.....

	226.60
Sundry debtors.....	600.00
	\$1,126.60

Profit.....

Tobacco leaf.....	\$13.66
Cigars, cigarettes and cut tobacco.....	3,685.98
Balance.....	7,570.77
	\$11,270.41

E. & O. E.

Manila, 30th June, 1903.

BAER SENIOR & CO.'S Successors,

General Agents.

Examined and found correct according to the company's books.

JOHN A. MACKAY.

We hereby state that Mr. John Mackay was

appointed by us as Auditor for the company as being in our opinion a fit and proper person to carry out said audit.

KUNZLE & STREIFF.

WARNER, BARNES & CO., LTD.

SLOAN & MITCHELL.

SANDAKAN NOTES.

THE MURDER OF MR. WARDER.

The murderer of Mr. Warder is still at large. It now appears the murderer was a man whose house had been burnt down, by Mr. Warder's instructions, after refusal to pay poll tax, and this has, we understand, caused Mr. Consul Hewitt to interest himself in the matter, with a view to finding out by whose instructions such a course was taken by the deceased officer. The more one hears of the matter the greater the regret, for—in addition to being a good officer to the Government—the late Mr. Warder seems to have been a very self-sacrificing son to a widowed mother at home.

PROVINCE CLARKE.

Rumours of trouble reach here from the new territory, and we hear a punitive expedition is being organised, though the whole matter is being kept very quiet.

MINERALS.

There is very little news about this. The coal expert has gone back to Tawao, to make further investigations. As to the Mineral Syndicate several discoveries of manganese ore are talked about and are expected to turn out trumps.

SULUS.

The Sulu Native Chief here has been exceeding his powers very considerably, and is about to be deported, along with several of his followers, in default of payment of heavy fines imposed by the Government. D. U. Timbang, the chief in question, has never had the full confidence of the people here, and his banishment will not be regretted.

BILLIARD TOURNAMENT.

Mr. F. J. Moysiey, Secretary to the Governor, has won the autumn handicap, beating Mr. Frank Beeston in the final round by 25, in the game of 300, the time being 1 hour and 9 minutes. The Governor was beaten, from scratch, in the semi-final by Mr. Moysiey, who was conceded 75 points, and who, in turn, allowed Mr. Beeston 5 points in the handicap.

SLIPWAYS.

The Slipway of the China-Borneo Co., Ltd., appears to be making good progress, but the one started by the North Borneo Trading Co. seems to be standing still temporarily. It is very doubtful if two slipways would pay here, but there is certainly ample scope for one, for the possession of a fair sized slipway will certainly bring work over here from the Southern Philippines, in addition to which there will always be a fair amount of local work to be done. Beyond doubt Sandakan compares very favourably with Philippine ports in the matter of the cost of repairing and building of small craft, and we look to see a great extension of this class of work when a slipway is an accomplished fact here.

STEAMERS.

The *Nam Yong* brought up about 1,000 packages for this port on her last trip, and it is reported on very good authority that her owners intend placing a second boat on the Borneo run very shortly.—*Singapore Free Press*.

ANOTHER CURE FOR CONSUMPTION.

"A victory over consumption as brilliant and beneficent as Jenner achieved over small-pox is foreshadowed in the results just published of the labours of Professor Edouardo Maragliano, the distinguished Italian physician," says a bulletin of the Chicago Health Department.

"These results form the subject of the Professor's address, entitled 'The Struggle of the Body against Tuberculosis and its Immunisation,' presented at the fourteenth International Medical Congress, held at Madrid last April, but just made public.

"Briefly stated in non-technical language, Professor Maragliano claims to have produced, after more than thirty years of study and experiment, both in the laboratory and the clinic, a serum which, introduced beneath the skin of the arm as the vaccine lymph in vaccination produces a small circumscribed tuberculosis sore, attended with slight fever for two or three days, after which the system of the subject is immune to tuberculosis, or consumption, as the properly vaccinated individual is to small-pox.

"The Professor said:—'These results are the fruit of the labours of not only one person, but of a school. They are, in fact, experimental and clinical researches publicly carried on either in my medical clinic or in the Institute for the study of infectious diseases which I founded and where the band of eager workers find at their disposal all the necessary material for their research work, observations and experiments.'"

COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer.....	110 1/2
Bank Bills, on demand.....	110 1/2
Credits, 4 months' sight.....	111 1/2
D'cents 4 months' sight.....	111 1/2
ON BERLIN, (demand).....	111 1/2
ON PARIS, Bank Bills, on demand.....	2 3/4
Credits, 4 months' sight.....	2 3/4
ON NEW YORK, Bank Bills, on demand.....	45 1/2
Credits, 30 days' sight.....	45 1/2
ON BOMBAY, Telegraphic Transfer.....	141
On demand.....	141 1/2
ON SHANGHAI, Telegraphic Transfer.....	72 1/2
Private 30 days' sight.....	nom.
ON YOKOHAMA, T.T.....	91 1/2
Sovereigns, Bank's Buying Rate.....	\$10 70
Gold Leaf 100 touch, per tael.....	\$6 50
Mar Silver.....	\$70 80

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

MALWA NEW.....	@	No Sales
" LAST YEAR.....	@	940/970
" OLDEST.....	@	1,000/1,040
PATNA NEW.....	@	1,075
" OLD.....	@	No Sales
BENARES NEW.....	@	1,075
" OLD.....	@	No Sales
PARIAN (PATER).....	@	760/800

To-day's Advertisements.

CITY HALL.

THIS EVENING.

(WEDNESDAY), 2nd SEPTEMBER.

GRAND BENEFIT

TENDERED TO

ALVA THE

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	"DEUCALION".....	On 15th September.
GLASGOW and LIVERPOOL.....	"AGAMEMNON".....	On 5th September.
GLASGOW and LIVERPOOL.....	"JASON".....	On 17th September.
GLASGOW and LIVERPOOL.....	"PAK LING".....	On 23rd September.
GLASGOW and LIVERPOOL.....	"CALCHAS".....	On 1st October.
GLASGOW and LIVERPOOL.....	"TANTALUS".....	On 7th October.
GLASGOW and LIVERPOOL.....	"ANTENOR".....	On 24th October.
GLASGOW and LIVERPOOL.....	"ANFA".....	On 31st October.

S.S. "DEUCALION" left Singapore 28th inst. p.m. and is due here 3rd inst.
S.S. "AGAMEMNON" left Singapore 31st ult. and is due here 5th inst. p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.....	"KINTUCK".....	On 15th September.
"LIVERPOOL".....	"PINGUEV".....	On 22nd September.
MARSEILLES, L'DON & A'WERP.....	"GLAUCUS".....	On 29th September.
MARSEILLES, L'DON & A'WERP.....	"AGAMEMNON".....	On 13th October.
"LIVERPOOL".....	"JASON".....	On 23rd October.
MARSEILLES, L'DON & A'WERP.....	"PAK LING".....	On 27th October.

TRANS-PACIFIC SERVICE.

FOR		STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	all PACIFIC COAST PORTS, via	"DEUCALION".....	On 4th September.
NAGASAKI, KOBE and YOKOHAMA.		"CALCHAS".....	On 2nd October.
		"OANFA".....	On 2nd November.
S.S. "TELEMACHUS" from Tacoma left Moji 1st inst. a.m. for Hongkong direct.			

S.S. "TELEMACHUS" from Tacoma left Moji 1st inst. a.m., for Hongkong direct.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong 1st September, 1903.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI.....	"TCHANG".....	3rd September.
CEBU and L'OLO.....	"WU CHANG".....	4th "
AMOI, SAMARANG and SOERABAYA.....	"SHUTUNG".....	5th "
SHANGHAI and CHINKIANG.....	"YOHOW".....	7th "
SHANGHAI.....	"CHANGSHAN".....	7th "
MANILA.....	"CHANGSHAN".....	8th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"CHANGSHAN".....	8th "
MANILA.....	"BUNGKIANG".....	9th "
YOKOHAMA and KOBE.....	"CHINGTU".....	12th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd September, 1903.

[7]

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA	SATURDAY, 5th Sept., at 10 A.M.
ZAFIRO.....	2540	R. Rodger	MANILA	SATURDAY, 12th Sept., at 10 A.M.
PERLA.....	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 31st August, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA".....	5,197	W. E. Craven	Sept. 13, 1903.
"INDRAVELLI".....	4,899	R. P. Craven	Oct. 14, "
"INDRAPURA".....	4,899	A. E. Hollingsworth	Nov. 14, "

* Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

[1206c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING.....	"MAIDZURU MARU".....	K. Akashi	FRIDAY, 4th Sept.
FOR TAMSUI.....	"DAIGI MARU".....	T. W. Groves	SATURDAY, 5th Sept.
FOR FOCHOW.....	"ANPING MARU".....	Goto	WEDNESDAY, 9th Sept.
FOR TAMSUI (DIRECT).....	"DAIJIN MARU".....	T. Ogata	FRIDAY, 11th Sept.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Amoy, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pier on the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 5, Des Voeux Road Central.

Hongkong, 2nd September, 1903.

T. ARIMA, Manager.

[12170c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 3, Queen's Road West.

Hongkong, 30th May, 1903.

SPECIAL 17 DAYS EXCURSION TRIP TO JAPAN.

THE well-known steamer

"EASTERN,"

Captain Winthrop Ellis, will be despatched for KOBE, at Daylight, TO-MORROW, 3rd September, arriving there on the 8th, and she will be despatched again for Hongkong at Noon on the 15th, where she is due on the 20th.

For Special Reduced Rates, apply to—

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 2nd September, 1903.

[1056b]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

Amount

"MOGUL"..... 5th Sept. || "BRAEMAR"..... | 10th Sept. |
"SATSUMA".....	23rd Sept.
"SHIMOSA".....	10th Oct.
"KURDISTAN".....	24th Oct.
"RICHMOND CASTLE".....	7th Nov.

For Freight and further information, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 27th August, 1903.

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HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M. (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. 2nd Class, \$1.50; Return Ticket, \$2.50. 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$5. Return Ticket, \$8. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

WHARF opposite Central Market. The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &c., apply to

WING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 1st September, 1903.

[1073e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above Port, TO-MORROW, the 3rd instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 2nd September, 1903.

[1048e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain W. Ellis, will be despatched for the above Port, on WEDNESDAY, the 23rd September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 27th August, 1903.

[1042e]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU.....	E. P. Bishop	3,869	TUESDAY, 8th instant, at Noon.
ROSETTA MARU.....	H. S. Smith	3,876	TUESDAY, 15th instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 2nd September, 1903.

[171e]

FOR SINGAPORE AND CALCUTTA.

THE Steamship.

C. FERD. LAEISZ,

Captain Sachs, will be despatched for the above Ports, on FRIDAY, the 4th September, at Noon.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 28th August, 1903.

[1053e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched for the above Port, on FRIDAY, the 4th September, at 4 P.M. This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light, and carries a doctor.

For Freight or Passage apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 29th August, 1903.

[1057e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- @ 1/8-\$18 for half- year ending 30.6.1903	\$635
National Bank of China, Ltd., Do. Founders.....	\$ 1	{ 3/14=\$1.964 for 1902	\$28 ss.
		{ None	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.	\$ 100	60 p' cent = \$30 per share for 1901	\$497 1/2
China Traders' In. Co. Ltd.	\$ 25	16 1/2%=\$1 for year ended 30.4.1902.....	\$60 ss.
North China In. Co., Ltd.	\$ 25	Interim of £1 for 1902.....	Tls. 225 s.
Yangtze In. Association, Ltd.	\$ 60	20%=\$12 for 1901	\$133
Canton In. Office, Ltd.	\$ 50	28%=\$14 per share for 1901	\$180 b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$127 1/2 s.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$86 1/2 ss.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 1/2 for half-year ending 30.6.1903 ...	\$35
Indo-China S. N. Co., Ltd.	\$ 10	5% = 10/- per share for 1902.....	\$85
China & Manila S.S. Co., Ltd. Douglas Steamship Co., Ltd.	\$ 50	10% = \$5 per share for 1900.....	\$20 s.
	\$ 50	Div. of \$3 for year ended 30.6.1902....	\$40
"Star" Ferry Co., Ltd.	\$ 10	"1 1/2" = 12% for year ending 30. 6 mts. 30.4.03	\$28
"Shell" Transport & Trading Co., Ltd.	\$ 1	3rd Interim of 6d. for 1902	\$18
Paku Tug & Lighter Co., Ltd. Shanghai Tug & Lighter Co. Limited	Tls. 50 Tls. 50 Tls. 50	Interim of 2% for 1903'	Tls. 44 s. d.
		First year	Tls. 62
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$95 b.
Luzon Sugar Refining Co., Ltd. Perak Sugar Cultivation Co. Ltd.	\$ 100 Tls. 50	\$3 per share for 1897	\$11 ss.
		Fin. of 7% for year ending 30.9.02	Tls. 65
MINING.			

Société Française des Charbonnages du Tonkin	Fr. 250	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£ 18.10	No. 12 of 1/- per share 23.1.01	\$9
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 1 of 1/6 per share 10.10.02	Tls. 6.50
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 % = \$ 6 for 1 year 30.6.03	\$205
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	Final of 18 making Tls. 15 for year ending 30.4.03	Tls. 140
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 1/2 for 1903	\$88 b.
New Anny Dock Co., Ltd.	\$ 6 1/2	\$2 1/2 for 1902	\$37 1/2 b.
Shanghai & Hongkew Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 235
LANDS, HOTELS, AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 % = 80 cents per share for 1902	\$9 1/2 sa.
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$155
K'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$37
Vest Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$24
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for and 1-year making \$12 for 1902	\$153
Oriente Hotel Co., Ltd. (Manila)	\$ 50	8 % = \$4 for 1-year ending 31.12.1900	\$36 b.
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	15 % for half-year ending 31.12.01	\$28 sa.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 16 sa.
Queen's Hotel (Wei-hai-wei)	Tls. 25	First year	Tls. 25
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$11
Ynai Land Investment Co., Ltd.	Tls. 50	Interim of 6 % for 1903	Tls. 102 s.
COTTON MILLS.			
Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd.	\$ 10	Interim of 40 cents, account 1902/1903	\$15 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Fls. 100	3 % for period ended 31.10.97	Tls. 36 s.
International Cotton Manufacturing Co., Ltd.	Tls. 100	Interim of 3 % on account of 1898	Tls. 40 s.
Lao-kung-ming Cotton Spinning & Weaving Co., Ltd.	Fls. 100	Interim div. of 4 % on acct. of 1898	Tls. 40 s.
Soy Chee Cotton Spinning Co., Ltd.	Fls. 500	4 % for period ended 31.12.00	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Athambra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$250 b.
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15 b.
Shanghai-Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 50 b.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902	\$22 1/2
China-Borneo Co., Ltd.	\$ 12	First year	\$10
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1902	\$14 b.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 b.
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$12 1/2
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$7
Hongkong & China Gas Co., Ltd.	£ 10	10 % div. and 1 % bonus for 1901	\$140 b.

ing Co., Ltd.....	\$	50	\$10 per 1000.....	\$74 3/4
Geo. Fenwick & Co., Ltd.....	\$	25	15 per cent== \$3.75 for 1902.....	\$47 1/2
Hongkong Ice Co., Ltd.....	\$	25	Interim of \$4 for 1903.....	\$50 s.
Hongkong High-Level Tramways Co., Ltd.....	\$	100	\$18 for year ending 31.11.1902.....	\$320 s.
Dairy Farm Co., Ltd.....	\$	6	75 cents for year ending 31.7.1902.....	\$12 b.
Hongkong & China Bakery Co., Ltd.....	\$	50	5 per cent== \$2 1/2 for 1901.....	\$40
Campbell, Moore & Co., Ltd.....	\$	10	Div. of \$2 1/2 for 1902.....	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.....	£	12.6.	\$5 1/2
United Asbestos Oriental Agency, Ltd.....	\$	4	90 cents } for year ending 31.5.03... {	\$0 b.
Do, Founders.....	\$	10	\$29.70 }	\$200 b.
Hongkong Steam Water-boat Co., Ltd.....	\$	10	Interim of 6 %	\$1 b.
China Light & Power Co., Ltd.....	\$	20	None	\$5 1/2
Robinson Piano Co., Ltd.....	\$	50	5 %== \$2 1/2 for half-year 1901.....	\$50
M. nifa Investment Co., Ltd.....	\$	50	None	\$15 h.
William Powell, Ltd.....	\$	10	\$1 for year ended 30.6.1903.....	\$9
Maatschappij tot Mijn-, Bosch- en Landbouw exploitatie in Langkat, Limited	Guilders	100	{ 3rd Interim Dividend of Tls. 7 1/2 and bonus of Tls. 2 1/2 per share paid 15.6.1903 }	Tls. 205 b.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.....	\$	50	First year	\$50

Telegraphic Address—"Rialto."

BENJAMIN, KELLY & POTTS,
Telephone No. 148, P. O. Box No. 117.
Share Brokers.

NOTE: —b.=buyers, s.=sellers, sa.=sales.

MACEWEN, FRICKEL & Co. { 3, DUDDELL STREET,
 WINE MERCHANTS.
TO AMERICANS.
BOURBON WHISKY EX S.S. "COPTIC" SEPT., 1898.
 NOW MATURED TO PERFECTION.
 WE ARE BOTTLING A PORTION OF THE ABOVE AND OFFER IT AT
\$18.00 PER DOZ.

High Class
Gentlemen's
Outfitters.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS
DRESS-MAKERS.

High Class
Gentlemen's
Outfitters.

FAMED FOR
SHIRTS.
28, Queen's Road.

CHARMING SHIRT WAISTS.

DAINTY SILK BLOUSES.

NEW COFFEE COATEES.

WE SHALL BE PLEASED TO SEND A SELECTION
OF THE ABOVE ON APPROVAL TO OUR
CUSTOMERS ON RECEIPT OF THEIR
INSTRUCTIONS.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

WILLIAM POWELL, LTD.

34, Queen's Road Central,
Hongkong.

August 10th.

R. G. HECKFORD,
MANAGER.